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SECURITY INFORMATION

INFORMATION REPORT

REPORT

CD NO.

50X1-HUM

COUNTRY USSR (Arctic)

DATE DISTR. 25 April 1952

SUBJECT Port of Murmansk

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

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PLACE ACQUIRED

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. The information given on known charts concerning lighthouses between Vardo and Murmansk is not quite correct. The following discrepancies are noted:

- a. Vardo-Guba (on the Rybach peninsula) has a green light each 10-15 seconds.
- b. Tsyp Navolok (on the Rybach peninsula) has red and white alternating lights.
- c. Cape Set at the entrance of the fjord has alternating white and green lights.

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2.

3.

it was not permissible to cast anchor to the south of the pier.

The quay is approximately 325 feet long. To the south of this quay there is a smaller one which is connected to the main quay by a small bridge. The quay is so high that it was necessary to climb a ladder to reach it even before the ship was loaded. The quay is made of concrete, has long vertical wooden fenders, and is supported by at least four large pilings.

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4. There are railway tracks on the quay, with two small cranes on the tracks. The tracks are raised approximately one foot above the ground. A large floating crane, mounted on a lighter 150-200 feet long, was working between the vessel and the quay.
5. The vessel loaded apatite from Murmansk for Stettin. The apatite arrives by rail to the quay, from where the floating crane transfers it aboard. The crane can lift five tons each time, thus attaining a total loading time of 20 hours. The vessel drew 20 feet at departure.
6. [redacted] a small 50X1-HUM
destroyer [redacted] lay at anchor for a couple of hours one day. No details
of the ship were observed, because of darkness. [redacted] 50X1-HUM
[redacted]

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